Can Astrology Solve "The Bermuda Triangle" Mystery?

by M. A. Smollin

The recent passage of Neptune, ruler of mystery and the seas, in Scorpio, also ruling the sea and death, gave rise to a body of literature featuring strange disappearances of craft in an area over the Atlantic that has become known as "the Bermuda Triangle."

In response to requests from our readers to clarify this situation from the astrological angle, this study aims to provide some sidelights. This type of study can contemplate only the cases causing wide concern among mankind through human and financial losses. The occasional losses of private craft cannot be dealt with in this manner in that such studies require the birth data of the victims of such accidents.

Our readers should be reminded that investigations of accidents are carried out by officials or insiders, such as heads of insurance companies, commanders of military posts, or those in charge of maintaining craft in top shape. The investigators will expectedly aver that to their knowledge all was in order before the craft departed, later to vanish.

Our readers should understand that "the Bermuda Triangle" has no monopoly on disasters or disappearances. Marine and air tragedies occur all over the globe. The seemingly heavy incidence of accidents in "the Bermuda Triangle" is perhaps due to the great volume of traffic in the area and to human errors.

We should realize that some accidents are what I may call normal: failure of ignition, a gear is stripped, a fire breaks out due to some inbuilt tendency to failure. Sailing over "the Bermuda Triangle" should be hazardous whenever the waters from the Gulf stream combine with the power of the tides to set up wild churning. Then there must be accidents due to ignorance, which is not normal, for one without adequate training and experience is not qualified to cope with an emergency.

But an analysis along the astrological lines often hints at evil designs, such as sabotage. In addition, there is a latent impulse in some human beings to destruction. This underlying fact tells us why some individuals panic in a crisis. Under suitable planetary stress, as we shall see, an individual by instinct drifts into the path of danger: he may take to a boat when a small craft warning is out or fly when the same warning is in effect.

WITH THIS PRELUDE, WE SHALL EXAMINE two typical cases because of their sensational trimmings. In undertaking to supply astrological explanations for the type of events in question, we are to follow standard tenets that have withstood the test of time.

The basic tenets relevant here are that Mars in any aspect is always baneful, that conjunctions and particularly clusters are extra strong, that all these are especially dangerous when striking natal planets of individuals or nations, and that eclipses have a long-lasting range of influence. All these aspects or patterns appear to funnel cosmic energy into certain global areas or through an individual's natal chart.

The incidence of this cosmic energy ranges from the minimum, as during a trine or planets out of aspect, to the maximum, as during a conjunction. Worse still is the case when an affliction or cluster involves the malefics—Mars, Saturn, Uranus, Neptune, Pluto. Clusters not only trigger natal planets but also disrupt radio communications or cause storms or earthquakes.

When a cluster occurs in the sky per se, it has a general effect or influence. Then scattered accidents are to be expected, and they need not occur only in "the Bermuda Triangle." But an angular strong affliction is to be regarded with care, wherever it is in this condition locally.

Strong cluster-type afflictions must affect the nervous system. If someone happens to be in a quiescent situation, nothing may occur. If someone happens to be in a critical situation, like flying a plane or sailing a boat, the influx of the abnormal energy can awaken his latent urge to self-destruction and the first emotion is fear. Let the plane hit a pocket, the boat stand almost on end against the giant wave, the engine misfire, or even fire break out, then courage often deserts a person and he most likely will do something wrong.

From the astrological side, always remember that drastic aspects in the sky do these things: first, some uncanny feeling makes a person take a trip that may end in tragedy; secondly, a drastic affliction affects a disturbed person—a saboteur is most apt to commit a shocking act, a reckless driver may get the notion to push someone off the road, a disgruntled employee may take his revenge by whatever means is most convenient. An affliction in a person's chart may well put him aboard a plane that is going to be hijacked.

The Cyclops Mystery. The ace among strange disappearances is the case of the Navy fuel ship *Cyclops*. It was not the biggest mystery, nor did it entail a heavy loss of life. The central element here is why and when she vanished, and how and where. Astrology cannot supply any leads as to where the tragedy overtook the ship. But we can advance logical reasons as to time. And interpolating the fixed-star influences, we can reason about the circumstances.

The ship left Bahia, Brazil, minus the first officer. She carried a load of service personnel to new assignments; among them were at least two convicts serving time for murder aboard another ship. The German consul, being recalled, came aboard with a huge amount of baggage; he was suspected of pro-German sympathies. He and the skipper were German-born. These are the human ingredients of what was destined to develop. When she stopped at Barbados, the men on shore-leave talked of trouble. Much has been made of the fact that she did not send an SOS.

It was the height of World War I. The Kaiser's agents did their nefarious work everywhere, causing explosions, derailments, and fires. Their favorite weapon was the "cigar." The "cigar" was a metal cylinder partitioned in the middle by a plate. The ends were filled with two acids that consumed the plate; its thickness was calculated to be consumed within a certain number of hours or days. When the acids met, they caused a violent fire that set everything flammable ablaze. It could be carried inconspicuously, left behind unobtrusively, or surreptitiously put in a workman's lunchbox. And, naturally, it could be put in an unsuspecting person's baggage.

The *Cyclops* limped on one engine out to sea on March 4, 1918. She did not and could not send an SOS because she soon entered an area where U-boats lay in wait for allied shipping. Thus, silence and mystery. Was she sabotaged, scuttled? Was there a fight aboard? Did she have a rendezvous with a U-boat? Were the two German-born U.S. officers in a pact? Did UFO's figure in a plot to send her to the bottom? Did inhabitants of mythical Atlantis capture the men and drag them into the interior of the globe?

IF WE ARE TO KEEP LEVELHEADED, WE MUST point out that this was not the only accident at sea, nor the most conspicuous. Two ships collided at Halifax with a huge loss of life. A Chinese steamer sank with a great loss of life. A Japanese battleship blew up with a very heavy loss of life. Historically, we know that the *Cyclops* exchanged messages with a passing ship on March 7, 1918.

Calculating from that date, we note that the next major stellar contact was the Moon conjunction Uranus on March 10, 1918, close to the U.S. natal midheaven, thus premising a shock for Washington. Astrologically, then, that is the most probable, perhaps even certain, date when the *Cyclops* disappeared. The question as to locale cannot be answered by this technique, but she must have been near her destination—Norfolk, Virginia.

As of March 7, Mars from Virgo opposed (danger) the Pisces (seas) Sun. Pluto from Cancer (seas) opposed the Capricorn Moon. Saturn and Neptune in Leo (fire) opposed the Aquarius Venus (mourning). Pluto and Neptune rule mysteries, plots.

Among the conformation, the previous solar eclipse (December 14, 1917) at 22 degrees of Sagittarius occurred in the U.S. natal seventh house, relating to and provoking open enemies. Since it opposed the U.S. natal Mars, this eclipse was a loud signal of an enemy act that would shock the nation. As to the skipper's astrological part, not having his data, little can be said.

The Lost Patrol. The second most dramatic event in this region was the disappearance of Flight 19, an incident that became known as the Lost Patrol, and of the rescue plane, a Martin Mariner, that was sent to search for the lost planes.

On December 5, 1945, Flight 19, consisting of five Avenger-type bombers, took off from Fort Lauderdale Naval Air Station at 2:00 p.m. on a routine mission to fly 160 miles east, 40 miles north, and then return to base. Then, at 4:00 p.m., the commander of the flight sent an emergency message to the control tower—he could not see land, the sea looked strange, the instruments were so erratic that he could not get his bearings.

Afterwards, the control tower could hear the crews of the planes interchanging frantic messages. Panic was overtaking the crew members. The commander of the flight suddenly surrendered his post to another. At 4:25 p.m., the new commander sent a message: "We are completely lost." It was the last that the tower was to hear from Flight 19. In the confusion, the pilots seemed to lose sight of the fact that they could have flown by the sun until they reached land.

At takeoff, Uranus in the mundane second house was in opposition to the eighth-house (death) Sun and Mercury. Mercury rules travel. Venus, also in the sector of death, premised mourning. Jupiter in the seventh house of open enemies was square to Saturn, indicating loss. It was only hours after a New Moon in close opposition to Uranus, the latter ruling aviation, thus warning of a drastic event in that field.

The retrograde Uranus opposing the retrograde Mercury in the house of death was extremely eloquent, warning of mental (Mercury) confusion pertaining to a Uranian activity like flying. And in the house of death, it drove the message home.

AS IN THE PREVIOUS CASE, LET US EXAMINE the positions of the solar eclipses that might have a bearing on this case. An eclipse has an effective duration of up to two years. The solar eclipse of January 14, 1945, opposed U.S. natal Mercury, ruler of travel, in Cancer (sea). On November 27, 1945, a bare few days before takeoff, transiting Mercury made a station at 23 degrees of Sagittarius, again in the U.S. seventh house of open enemies. It stood where the solar eclipse of December 14, 1917, signaled strange action by open enemies in the *Cyclops* incident.

Let us look closer at the takeoff chart. The Moon in the ninth house (long journeys) was widely opposing Uranus. This aspect warns of losses at sea, shipping losses, shipwrecks, and drowning. The same Uranus closely opposed the stationary Mercury in the sector of death, which premises sudden, Uranian, shocking death. So much for the takeoff.

As time rolled on, the chart moved clockwise. At 4:00 p.m., when the commander's message was sent to the control tower, Pluto had moved over the fourth-house cusp, Mars was in the third house (short trips), and Saturn was in the third house ahead of Mars. Of special interest here is that this triad of malefics moved across the nadir for our east coast, and it could have caused unusual behavior of the waters along the Bermuda trench, as well as dangerous flying conditions.

The Function of the Fixed Stars. From time to time, the student of astrology wonders why a square of the same planets is more active at one time than at another. The answer here is the presence or absence of the fixed-star influence. Of the fixed stars, the Arabs have left us eighty with clear ascriptions as to their influence upon the planets, making the latter's discharges more vehement. In addition, there are thirty-four such stars and "black holes" that have no statistical attributes.

In this class of aspects, only the conjunctions are used, and I allow an orb of not more than two degrees. In the case of the *Cyclops*, Jupiter on March 7 was under the fixed star Hyades, relating to poisons, sudden action, and fierce hate. Pluto was under the fixed star Tejat, relating to violence and overconfidence. Neptune, itself a symbol of mystery and sea, was under a dark spot with a strong influence which has no specific connection to any department of life; it simply amplifies the planet's influ-

ence. Saturn was under the fixed star South Asellus, relating to graves.

Through other fixed stars, the planets relayed influences as follows: Mars referred to combative movements and destructiveness; the Moon brought on a state of blindness or total unawareness of what was taking place; Uranus impelled to evil deeds; Venus spelled danger in travel. The astrological indications here suffice to account for the event without any intrusion from UFOs or survivors of Atlantis.

In the case of Flight 19, or the Lost Patrol, there is a similar web of evil influences, with Uranus relaying a sinister love of power or determination and retrograde Mercury symbolizing success in evil deeds, both, thus, acting upon the victims' minds like a mesmeric force and awakening the latent urge to self-destruction through panic. The leader of the flight surrendered command to another in apparent realization of helplessness. Saturn relayed the feeling of fear, being trapped in some unaccountable power. Pluto, too, relayed the urge to violence.

All of these influences were such as to impel individuals under considerable strain to act irrationally. Under a normal, quiet situation, a person could have but a fleeting temporary mood of doom. In a situation charged with tension, such as would arise when instruments fail, there would be a strong overpowering sense of doom.

Much has been made of the simultaneous failure of the instruments aboard the vanished planes. It has been suggested that the submerged mythical Atlantis civilization carried with it powerful atomic piles which today exert disturbing influences on sensitive instruments. The question this suggestion raises is whether this influence operates at all times on all craft or only at some times on some craft.

The former condition implies the presence of an active magnetic force, but it need not be that from an atomic pile. Indeed, there is no material proof that such an advanced civilization ever existed. Such a magnetic force could derive from natural ferromagnetic rocks of the kind that made the inhabitants of ancient Heraclia think devils lived in those grey-black rocks in their country. Intermittent interference with delicate instruments suggests rather the changing planetary patterns which, as we know, do affect radio and similar technological devices.

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